

July 20, 1959

# Aviation Week

*Including Space Technology*

**Pilot Report  
On Nibbio F.14**

**Weather System  
Team Is Chosen**

75 Cents

A McGraw-Hill Publication



Northrop T-38 Talon





## Here's real **FASTENER POWER** **KAYLOCK: 160,000 PSI**

It's here...a powerful, new Kaylock line...now a whopping 160,000 psi! Smallest, lightest, strongest all metal self-locking nut ever made. Taper-made by KAYNAR for 160,000 psi.

NAS high tensile short thread screws and bolts.

Latest addition to the KAYLOCK line is the H14 lightweight hex...best wrench clearance for narrow ranges...lightest lightweight yet!

### NEW H14 SAVES MOST IN SPACE • SIZE • WEIGHT

**STRONGER**—Strength to weight ratio increased up to 214%.

**LOWER**—Seven low heights as NAS 617.

**LIGHTER**—20% to 47% below H10 or NAS617 across hex max.

**SMALLER**—Ry 2 to 5 inch wide than standard AN and NAS.

**SPACE SAVER**—Non-cylindrical hexes. Mounts bolt close to base.

Contains fast straight design.

**SELF-LOCKING**—With patented conical locking principle.

**MATERIALS**—Available in carbon steel for 120° F. application.

These conformities also in AN3600 and AN3600 series steel.



FOR COMPETITIVE REASONS re-approve your projects with an eye to "cutting off the fat" and today for Kaylock's new full line catalogue of 160,000 psi self-locking nuts.

KAYNAR MFG. CO., INC.—KAYLOCK DIVISION  
World's largest and oldest manufacturer of fasteners, all metal self-locking nuts, cones and pins. Write: Box 200, Tarrytown, N.Y., New York 10590. Branch offices, warehouses & representatives in Wichita, Kansas, New York, N.Y., Atlanta, Georgia, Canadian Distributors: Alcoa Canada, Ltd., Montreal, Quebec.



Announcing—a completely new transparent material with the strength of stretched acrylic, the clarity of glass and the high heat resistance required by advanced supersonic aircraft....

# thermoshield

To appreciate THERMOSHIELD—new transparent plastic composite by Goodyear Aircraft—consider these three facts:

- 1 Canopies and windshields for supersonic aircraft are subjected to intense aerodynamic heating. Some transparent materials can resist such heat.
- 2 Extreme pressure changes during supersonic flight are tending to eliminate materials of greater structural strength. Stretched acrylic plastics can meet this requirement.
- 3 Canopy bubbles are being designed for optimum performance using compound curvatures. Thus, the transparent materials must be capable of being formed to contours without losing desired properties. Certain processes fulfill this need.

Not only now, however, has one product met all these requirements of supersonic flight without sacrifice in optical quality. Its name: THERMOSHIELD. It was developed and is now being produced by Goodyear Aircraft, a pioneer in the field of stretched acrylics and high temperature laminates. Recently, THERMOSHIELD is a three-ply laminate using stretched acrylic as the high-strength inner shell—a heat

and shatter resistant interlayer designated as Goodyear's "F-3"—and an outside shell of barrier of high temperature transparent material.



The fusion of these three elements is to complete that there is no visible distinction between layers, and the impact resistance of this new material is so great that even 45-caliber gas fire won't penetrate it—deform it in place—or shatter its outer facing.

The result: a major advance in the state of the art. Now—THERMOSHIELD can extend the temperature limits of transparent canopy bubbles from Mach II to Mach III. Now—THERMOSHIELD can bring new protection to supersonic aircraft requiring one-piece concepts of compound curvatures.

Now—THERMOSHIELD can be used as an impact resistant barrier for transparent canopies and windshields alike—or as a face guard for military troops on the ground.

For more information on this major advance in engineered plastics—write Goodyear Aircraft Corporation, Dept. SHAG, Akron 15, Ohio.

Goodyear Aircraft Corporation, Akron 15, Ohio.

Goodyear Aircraft Corporation, Akron 15, Ohio.

**GOODYEAR AIRCRAFT**

Plants in Akron, Ohio, and Tucson, Arizona









## Blind Nut

### FIX SAVES THREE DAY DELAY

While an F-4D Navy Fighter was in its final position on the assembly line at Douglas Aircraft Company's Torrance Division last week, a problem was ingeniously knocked out in the fast pump system door housing.



The fix was accomplished without removal of any equipment or plumbing and the F-4D moved on schedule. Since then, Blind Nuts have been used for similar repairs at the Douglas Torrance facility.



Hundreds of manhours and thousands of dollars have been saved by airborne maintenance and airlines through the use of standard dual Blind Nut and Blind Bolt to replace dropped nipples, loose rivets, detached bolts and the modifications jobs where the conventional approach would require the removal and assembly of structural and mechanical components.



Two men working three days would have been required to install similar nipples in this closed up structure area where access could only be gained by removal of the fuel pump, fuel cell and adjacent plumbing.

An expert phone call from Douglas brought a Hi-Shore Rivet Tool Company sales engineer with a portable Hydraulic Power Unit and container Gas to the scene. After the Douglas crew slightly enlarged the dimpled hole, the Hi-Shore man installed a Blind Nut in 10 three minutes!

F-4D, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 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## Sikorsky S-62 -a new look in helicopters

**OPERATION:** From land, water, shipboard, snow, ice, mud—almost anywhere.

**RELIABILITY:** Million-hour, time-proved components.

**ADVANCED DESIGN:** Increased payload, higher speed, more cabin space—all for less weight.

**POWER:** General Electric T-58 gas turbine, tailor-made for 'copters.

**THE NEW LOOK:** A sleek boat hull—and smoother, quieter, more comfortable operation—making new 'copter converts everywhere.

**SIKORSKY AIRCRAFT,** Stratford, Connecticut.  
A Division of United Aircraft Corporation.



## HYATT HY-ROLLS IN P&W JT3 ENGINES HELP THE BOEING 707 SHRINK THE WORLD



HYATT HY-ROLL BEARINGS in each of the 4 Pratt & Whitney JT3 jet engines help the Boeing 707 cruise smoothly at 600 mph. Hyatt Bearings Division, General Motors Corporation, Harrison, N.J.

Another  contribution to aviation progress

# HYATT

**HY-ROLL BEARINGS  
FOR AIRCRAFT INDUSTRY**





## FOR THE DC-8...A FAIL-SAFE A-C SYSTEM weighing less than this family of 3



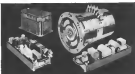
Designed by Douglas and J&H engineers, the DC-8's new a-c power system incorporates weight, is fuel, just 375 lbs. — less than many a family of three who'll board the magnificent jet liner.

The total system contains four complete electric-power plants. Each contains equipment ranging from the generator to the current transformers, and each represents the ultimate in reliability. All are so closely interrelated as to give a "fail-safe" report from either of the aviation press.

Domestic success of the DC-8 system through all phases of its development typifies how the J&H organization handles an over-all system project. All research, development and production are conducted at one location for maximum teamwork, with no lost motion.

Whether your system problem is a-c or d-c... aircraft, missile or ground support... J&H has the experience and facilities to solve it for you. Check into these capabilities by writing to Jack & Heintz, Inc., 17435 Beaulieu, Cleveland 1, Ohio.

For each DC-8 engine, J&H provides regulator, generator, pump, power relay and other protection and control components.



**JACK & HEINTZ, Inc.**  
SYSTEMS FOR AIRCRAFT, MISSILES AND GROUND SUPPORT

## THE NAVY'S POLARIS:

# DONNER *helps it think...*

One day soon the U. S. Navy will file a report more fantastic than any sea serpent tale we've ever heard. This will be the launching of the Navy's spectacular Polaris missile from a submerged nuclear submarine. Advanced testing is underway, the Polaris will be ready for the fleet in 1960.

Smaller and lighter than other intermediate range ballistic missiles, this formidable Lockheed developed weapon features much that is new in advanced electronics. It even "thinks" for itself.

One such "think" device aboard the Polaris is a system developed by Donner Scientific Company using as its base a standard Model 4310 Accelerometer. The system monitors flight performance like a policeman directing traffic. If, for example, in the initial portion of the flight, the missile does not achieve sufficient velocity by a pre-determined time, the Donner system aborts the flight. The missile gets the go-ahead only as programmed.

Donner's role in the Polaris project represents another basic contribution from an engineering firm which specializes in accurate systems, interlocking test, acceleration, velocity and other inputs designed to meet customers' requirements.

Donner welcomes your inquiries concerning the company's capabilities in this and related fields. Write Dept. 307

**DONNER SCIENTIFIC COMPANY**  
CONCORD, CALIFORNIA





## LOW COST MISSILE BAIT!



## AERONCA TARGET MISSILES PERFORM A VARIETY OF MISSION PROFILES... WITH SUBSTANTIAL ECONOMY

The adage "practice makes perfect" portrays today's concept of missile warfare. Against supersonic targets, there isn't time for "the second barrel." Therefore, extensive operational testing of air defense systems - and testing programs for personnel who operate them - must be conducted to insure national preparedness.

To accomplish this requirement at minimum cost, Aeronca has developed two expendable, lightweight, high performance target systems under the Design-To-Produce strategy concept. These proprietary missile programs, the P-106 and P-107, are designed for supersonic performance and accurate scoring at all required altitudes, speeds and ranges. And their production cost is projected to be substantially less than any current target missile system!

Another Aeronca-produced missile project is Page-IV II Ede. Ground launched to high altitudes, this target utilizes a radar reflective parachute and an infrared emitter package. It is used as "bait" for such current projects as Rike, Taha, Silvercruiser and Falcon.

With integrated Design, Testing and Production capabilities, Aeronca can produce weapon systems packages at either prime or subcontractor levels.



**AERONCA manufacturing corporation**

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Operational expansion has created openings for additional senior engineers. Write to M. W. Gordiner, Personnel Manager.

## GPL systems management equipment for the Federal Aviation Agency



GPL, a contractor for the FAA, is experimental data processing center—the heart of tomorrow's air traffic control system—goes to the extreme limits required in an effective systems manager.

As prime contractor for the FAA Bureau of Research and Development project, GPL contributes to the design and equipping requirements for the system, schedules, plans, budgets, and the performance of nine areas and companies. Necessary technical capabilities include broad knowledge of air traffic control procedures, extensive data handling, radar communications, human engineering, and systems thinking, capable of integrating these areas and disciplines into a precise, workable system.

The FAA data processing center is but one of a number of current efforts and growth-based programs reflecting GPL's capabilities as systems manager. Existing these programs are a "systems" oriented technical organization, a "customer oriented management" and a complete capacity for test, research, engineering, and manufacturing on through 18 computer devices.

The systems management skills of GPL are available to you. Write for further details on the applications of these skills to your problem.

GPL Aeronca (design/program development/flight systems)  
radio/telemetry systems/voice recording systems/  
communications systems) also maintains a mail TV

ENGINEERING - GPL, subcontractor has created a new aircraft research and development operation. GPL teams in Planning, Design,



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The HU-1A has been proved by service everywhere for its simple design and ease of maintenance. In terms of flyability, loadability and overall performance, it is truly a military man's helicopter.

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## Normalizing Alloy Steels

There are several forms of heat-treatment commonly employed in the processing of alloy steels. Each in its own way modifies the mechanical properties and structures of steel, and each is chosen with a definite objective in mind. The five usual forms of treatment are normalizing, annealing, spheroidizing, quenching and tempering, and stress-relieving.

In this particular discussion, let us consider briefly the purposes and effects of normalizing.

Normalizing is an operation in which the steel is heated to approximately 100 deg F above the upper transformation range, then cooled in still or agitated air. The basic purpose is to refine the prior structure produced by variations in finishing temperatures encountered in rolling or forging. The structure resulting from normalizing, being more uniform, will help create improved mechanical properties when the steel is subsequently reheated, liquid-quenched, and tempered.

There are times when large steel parts (heavy forgings, for example) cannot be liquid-quenched because of their size. In cases of this nature, the heat-treatment must consist of single or multiple normalizing followed by tempering.

High-temperature normalizing is sometimes used for grain-coarsening low-carbon alloy steels to promote machinability. (In high-temperature

normalizing, steel is heated to more than 100 deg F above the upper transformation range.) At times it is possible to machine a steel in the air-cooled condition, the governing factor being the alloy content. However, the highly alloyed analyses may require annealing or tempering after normalizing, to decrease the hardness.

It is essential, when normalizing is employed, that free circulation of still or agitated air be provided. When air-cooling of individual bars or forgings is not practicable, the furnace charge should provide for some means of separation, such as racks or spacers.

If you would care to know more about normalizing, or any other phase of heat-treating, you are invited to consult with Bethlehem metallurgists. They have had long experience in such matters, and they know how each treating method affects the various alloy steels. They are always glad to give you any help you need.

And when next in the market, please remember that Bethlehem makes the full range of AISI standard alloy steels, as well as special-analysis steels and all carbon grades. We can furnish what you need.

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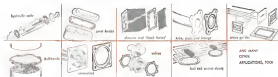
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